

SPENCE, TYREE & CO., 815 EAST BROAD ST.

TENDER FEET FITTED.

The Leaders in Fine Boots, Shoes, Trunks, Satchels, &c., &c.

THE DAILY TIMES.

FRIDAY, - - - - NOVEMBER 5.

AMUSEMENTS.

DANCING ACADEMY.

H. F. LAUBE,
S. ENGER HALL,
EVERY SATURDAY AT 8:30 P. M.,
FOR GENTLEMEN.
no 2-1m

PROF. T. J. MINOR'S DANCING ACADEMY, GERMANIA HALL.

Classes Thursday nights at 8 P. M., for
Gents and Ladies.
Class Friday afternoon, at 4 P. M., for
Misses and Masters. oc 31-2m

Charles Euker's

Postoffice Saloon,
No. 1002 E. Main St., RICHMOND.

Finest York River Oysters—Chaffing Dish
and Half-Shell.

Pool and Billiard-Hall attached.

JOSEPH TRAYLOR, MANAGER.
oc 24-tf

VIRGINIA RUBBER CO.,

H. W. SITWELL, Proprietor.

513 E. BROAD ST. - RICHMOND, VA.

RUBBER GOODS OF ALL KINDS.

TOBACCO-ROLLERS A SPECIALTY.

SEE BELOW.

Coats, Gossamers, Hats, Boots, Shoes, Car-
riage Aprons, Horse Clothing, Belting, Pack-
ing, Hose, Tubing, Air-beds, Air-pillows,
Air-cushions, Syringes of all kinds, Hot-
water Bags, Toys, Combs and Gloves.
oc 27-tf

John L. Williams & Son,

Bankers and Brokers,

No. 1014 MAIN ST.,

P. O. Box 225. RICHMOND, VA.

Transact a general Banking and Brokerage
Business.
Deal in Southern Investment Securities.
Negotiate Railroad and Municipal Loans.
oc 24-tf

C. W. BRANCH & CO.,

BANKERS AND BROKERS,

1111 EAST MAIN STREET,
(State Bank Building.)

Private wires connecting direct with
Washington, Baltimore, Philadelphia, and
New York. Buy and sell stocks and bonds
for cash or on margin. Commission 4 per
cent. Loans negotiated. Also trade in com-
mission in grain and cotton futures, New
York and Chicago. Correspondence so-
lited. oc 22-tf

NOWLAN & CO.,

(corner Main and Tenth streets.)

Are opening the largest and handsomest as-
sortment of fine

SILVER-WARE, DIAMONDS, JEWELRY

WATCHES, FRENCH CLOCKS,

BRONZES, and OPERA-GLASSES

they have ever shown in the city, and will
offer any article in this stock for less than it
can be bought from any retail store in New
York. oc 23-tf

Dr. ROBERTSON,

30 N. Liberty Street, Baltimore, Md.,
the well-known physician and surgeon, and
the oldest reliable specialist (regular
graduate) in Baltimore city.

From 25 years' experience in hospital and
special practice, guarantees a permanent cure
in all Private Diseases, both sexes. Skin dis-
orders, Blood poisons, strictures, and all dis-
eases of the Urinary Organs. Married or Single
men troubled with Organic or Nervous
Weakness, Impotency (loss of sexual power),
Night Emissions, premature decay, want of de-
velopment, etc., should not fail to consult the
Doctor.
Recent or Chronic Urinary Diseases positively
cured in 3 to 6 days, and the poison
entirely eradicated from the system without
the use of Mercury or Caustics.
Consultation free and confidential.
Special treatment for ladies needing medi-
cal advice.
Medicines sent to any address. Call or
write. no 4-ly

JOHN R. McPHAIL'S PHARMACY,

At the corner of Eighteenth and Main, is
the place to buy

PURE DRUGS AND MEDICINES, TOILET

ARTICLES, &c.

Prescriptions filled at all hours.
no 2-TuTh&Sa3t

BUY THE DAILY TIMES.

ONLY ONE CENT

TYPES OF ENGLISHMEN.

What a Correspondent Has Observed.
Nearly Everybody Dresses Alike.

In one's every day experience in society, be
it gained in summer or winter, spring or au-
tumn, while one meets many specimens of
what may be termed the genus "gentleman,"
as he flourishes in England, and who, as such,
present no distinctive ear marks different
from the one common pattern, one encounters
various types of men. Taken in a general
way, there is a good deal of resemblance be-
tween them. But underlying the surface
made by the observance of a code of social
rules, whose enforced acceptance makes men
apparently so alike, there exists a current of
individual personality discernible in the
channels chosen for the gratification of their
inherent and society-permissible bent.

Thus, as distinct types of English gentle-
men, we have the hunting man, the fishing
man, the vocalist, the musician, the cricketer,
the amateur actor, the turfite, the yacht-
man, the boating man, the "horse" man, the
"army" man, the "naval" man, the young
barrister, the lawn tennis player, the shoot-
ing man, the "dog" fancier, the politician,
and, rarest types of all in English high soci-
ety—the scientific and literary man. In
many men two or more of these distinct
types combine, as it were, and we have an
"army" man possessing and exhibiting the
distinguishing characteristics of the tennis
player, the amateur actor, or the yachtsman;
or the yachtsman may be a cricketer or a
"dog" fancier, or both, as well. Or, again,
the young barrister may be a politician (a
most frequent combination), or the hunting
man may be a vocalist, and so on.

But I think it will be generally found that,
while several traits may be possessed, one
will take the lead and show itself before the
others. Now, how do these governing signs
of individual taste exhibit themselves in soci-
ety? In good society all men dress alike.
The exhibition of anything savoring of profession
or predominant taste in either clothing or
ornament would be about as glaring a confes-
sion of low breeding, or "bad form," as a man
could make. Of course, I except clergymen.
Their garb is unmistakable. From the high
church curate, in long black coat and stand-
ing collar, buttoned only at the throat, stiff
white choker fastened behind, and black felt
hat with cord and tassel, to the low church
rector or vicar, whose black suit of ordinary
clothing is relieved by a simple white cravat,
we have the "parson," Bishops, deans and
archdeacons, too, wear "aprons," gaiters, and
shovel hats with rosettes. There is no mis-
taking them. Everybody else dresses alike.
It is true that all doctors wear black coats
and high "chimney-pot" hats (white or drab in
summer, black in winter); but doctors can't
be classed with the men I am speaking of, for
doctors, as a rule (with very few exceptions,
don't go into high society in England.—
"Cockaigne" in The Argonaut.

The Writing of Novels.

Speaking generally, I should suppose that
the best novels are apt to be those that have
been longest in the novelist's mind before
being committed to paper; and the best
materials to use, in the way of character or
scenery, are those that were studied not less
than seven or eight years previous to their
reproduction. Thereby is attained that quality
in a story known as atmosphere or tone,
perhaps the most valuable and telling quality
of all. Occasionally, however, in the rare case
of a story that suddenly seizes upon the
writer's imagination and despotically "pos-
sesses" him, the atmosphere is created by the
very strength of the "possession." In the
former instance the writer is thoroughly
master of his subject; in the latter, the sub-
ject thoroughly masters him; and both
amount essentially to the same thing, har-
mony between subject and writer.

With respect to style, there is little to be
said. Without a good style no writer can do
much; but it is impossible really to create a
good style. A writer's style was born at the
same time and under the same conditions
that he himself was. The only rule that can
be given him is to say what he has to say in
the clearest and most direct way, using the
most fitting and expressive words. But often,
of course, this advice is like that of the doc-
tor who counsels his patient to live luxuriously
on the fat of the land, and to make a voyage
round the world in a private yacht. The
patient has not the means of following the
prescription. A writer may improve a native
talent for style, but the talent itself he must
either have by nature or forever go without.
And the style that rises to the height of
genius is like the phoenix; there is hardly ever
more than one example of it in an age.—
Julian Hawthorne in The Cosmopolitan.

Artistic Piece of Flower Weaving.

Probably the most artistic piece of flower
weaving ever accomplished in this city was
done by Thorley the other day in a design
that was presented at a dinner at the Man-
hattan club last evening. It was a bas relief
of the late John McCullough. The back-
ground of the piece was twenty-six inches
square. It was made of golden ferns, each
frond being pinned down so that the surface
was like a dark green cloth flecked with gold.
On this repose in relief the noble features of
the tragedian, as clearly defined as if chiseled
in alabaster. The face was made of the pale
Neapolitan violets, and the eyes of dark
Russian violets. The eyebrows and hair were
most ingeniously fashioned of the petals of
white carnations. The design was framed in
double yellow daisies and rested on an easel
four feet high, composed of lilacs of the valley.
At a distance this looked like a support of
pearls.—New York News.

Truth With a Sting in It.

A business man with no advertisement in
the paper always reminds us of a bumble bee
without any stinger. He is only half equipped
for business.—Dunstable Breeze.

RAILROADS.

NEW YORK, PHILADELPHIA
AND
NORFOLK RAILROAD COMPANY.

NEW PASSENGER AND FREIGHT LINE
BETWEEN
NEW YORK, PHILADELPHIA, AND
RICHMOND.

Schedule in Effect November 1.

Going NORTH, leave Richmond, com-
pany's wharf, Rocketts, at 10 a. m., on TUES-
DAY, THURSDAYS, and SATURDAYS,
arriving at Cape Charles at 7 p. m.; arrive in
Philadelphia at 4:50 a. m.; arrive in New York
at 7:30 a. m.

Leave New York via Pennsylvania railroad
every SUNDAY, TUESDAY, and THURSDAY
at 8 p. m.; Philadelphia at 11:10 p. m.
from Pennsylvania railroad, Broad-street
station. Arrive Cape Charles 6:50 a. m.; leave
Cape Charles by steamer "Old Point Com-
fort" at 9 a. m., arriving at Richmond at 6 p. m.

PULLMAN PALACE-CARS

run between New York and Philadelphia and
Cape Charles. Passengers can take the Phila-
delphia sleeper at Philadelphia (Broad-street
station) at 10 p. m., coming South, and are al-
lowed to remain in sleeper on arrival at
Philadelphia until 7 a. m., without being dis-
turbed.

LOW PASSENGER RATES.

To New York (limited two days), - \$ 8 50
To New York (unlimited), - - - - 10 00
To Philadelphia (limited two days), - 6 30
To Philadelphia (unlimited), - - - - 7 80
Second-class to New York (limited to
two days), - - - - 6 50
Baggage checked through.

Close connection made at New York with
all boat and rail lines for Boston and all
points East.

FREIGHT RATES AS LOW AS VIA OTHER LINES.

Special low freight contracts will be made
upon application. Shippers desiring to take
advantage of these cheap rates between New
York, Philadelphia and Richmond will be
careful to direct goods to be sent via the New
York, Philadelphia and Norfolk railroad,
Cape-Charles route, and shipped from New
York from Pennsylvania railroad, new Pier
27; from Philadelphia from Dock-street sta-
tion, and Richmond from company's wharf,
Rocketts.

For further information apply to F. S.
BAKER, Agent, Richmond.

H. W. DUNNE, Superintendent.
R. B. COOKE, General Passenger and
Freight Agent, Richmond, Va., and Norfolk,
Va. oc 31

ATLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAIL-
ROAD TIME-TABLE.

Commencing MONDAY, JUNE 21, 1886,
trains on this road will run as follows:

TRAINS SOUTHWARD.

No.	Leave Richm'd.	Arrive Petersburg.	Accommodation
32	4:30 am	7:55 am	Through train
48	10:49 am	11:38 am	Through train
34	11:30 am	12:20 pm	Accommodation
40	2:48 pm	3:25 pm	Fast Mail
36	6:30 pm	7:20 pm	Accommodation
26	7:20 pm	8:20 pm	Sunday accom.
28	4:40 pm	5:50 pm	Sunday accom.

TRAINS NORTHWARD.

No.	Leave Petersburg.	Arrive Richm'd.	Accommodation
43	4:58 am	5:48 am	Fast Mail
33	8:25 am	9:20 am	Accommodation
35	12:40 pm	1:30 pm	Accommodation
47	5:03 pm	6:00 pm	Through train
37	8:25 pm	9:20 pm	Accommodation
27	8:45 pm	9:46 pm	Sunday accom.
29	6:15 pm	7:14 pm	Sunday accom.

*Daily. †Daily (except Sunday).

STOPPING PLACES.

Nos. 40 and 43 make no stops. Nos. 47
and 48 stop only on signal at Chester, Cen-
tralia, and Manchester. Nos. 26, 27, 28, 29,
32, 33, 34, 35, 36, and 37 stop at all stations
for passengers.

PULLMAN CAR SERVICE.

On train No. 40 sleeping-cars between
Washington and Charleston. On train No.
43 sleeping-cars between Jacksonville and
Washington. On trains Nos. 47 and 48,
sleeping-cars between New York and Jack-
sonville.

THE ONLY ALL-RAIL ROUTE TO NOR-
FOLK.

LEAVE.	ARRIVE.
Richmond, *11:30 am	Norfolk, 3:10 pm
Richmond, †6:30 pm	Norfolk, 10:00 pm
Norfolk, *9:50 am	Richmond, 1:30 pm
Norfolk, †5:30 pm	Richmond, 9:20 pm

These trains also make close connection to
and from Farmville, Lynchburg, and south-
western points and way stations on the Nor-
folk and Western Railroad.

J. R. KENLY,
Superintendent of Transportation.
T. M. EMERSON, Gen'l Passenger Agent.
SOL. HAAS, Traffic Manager.

RICHMOND, FREDERICKSBURG AND
POTOMAC.

THROUGH ALL-RAIL FAST-FREIGHT
LINE TO AND FROM BALTIMORE,
PHILADELPHIA, NEW YORK,
AND EASTERN AND
WESTERN CITIES.

ONLY TWELVE HOURS BETWEEN
RICHMOND AND BALTIMORE
IN EACH DIRECTION.

Correspondingly quick time to other points.
Through bills of lading issued at low rates.
C. A. TAYLOR,
General Freight Agent.
oc 22

T. R. THOMPSON,

TEAMSTER,
No. 1301 CARY STREET.
Handling of every description at reasonable
rates. Orders promptly executed. Tele-
phone No. 289. oc 28-1m

FOURQUEAN, PRICE & CO.,

429 East Broad Street.

Fur Department.

An extensive assortment of SEAL and
FUR GARMENTS and TRIMMINGS, and
all other FUR GOODS in vogue for the com-
ing winter, of own manufacture from care-
fully selected skins.

We have unsurpassed facilities for the suc-
cessful manufacture of every article known
to the Fur Trade. Most of our Furs are
picked out for us by a leading furrier in the
city of Leipzig; the others are from domestic
skins properly selected. We are therefore
prepared to fill, with a guarantee as to quality
and price, any individual order or any gen-
eral order from jobbers and other dealers.

FUR TRIMMINGS.

Finest stock of Beaver, Otter, and Black
Fox TRIMMINGS.

Choice selection of Stone Martin TRIM-
MINGS.

Full line made from the following skins:
Silver-gray Fox, Lynx, Natural Beaver, Silver
Raccoon, real Chinchilla, Silver Coney, Black
Persian Lamb, Natural Nutria, Black Hare,
Red and Blue Fox.

SEAL GARMENTS.

Our SEAL GARMENTS are cut after the
newest designs in JACKETS, NEW-
MARKETS, SACQUES, and COATS, from
the handsomest Alaska (London dyed)
skins, ranging in length from 40 to 56 inches.

ASTRACHAN WRAPS.

Splendid Assortment ASTRACHAN
JACKETS, CLOAKS, and WRAPS, made up
from the finest skins, ranging in price from
\$30 to \$50.

LADIES' AND MISSES' MUFFS.

Immense stock of MUFFS in Seal, Beaver,
Otter, Lynx, Black, Red and Silver Fox, Opos-
sum, Chinchilla, Persian Lamb, Monkey,
Martin, and Black Hare, and all other skins.

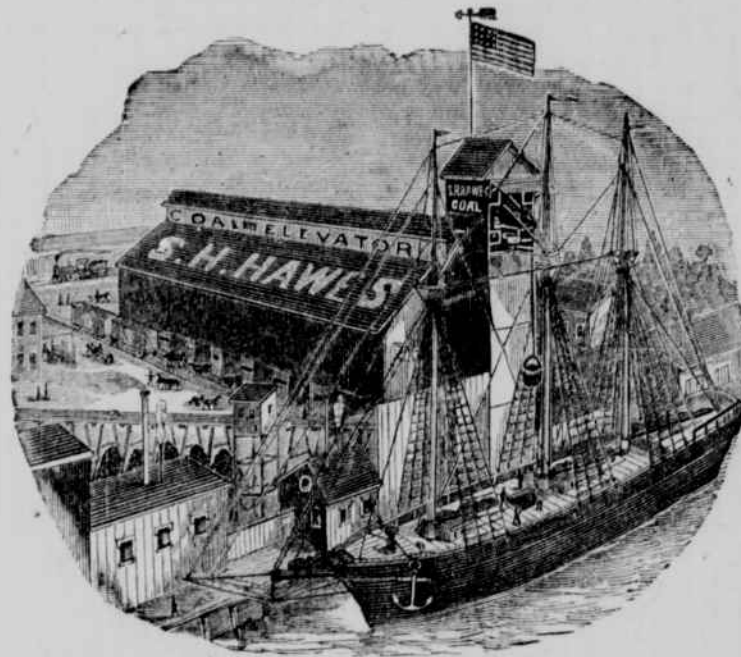
SLEIGH ROBES, FANCY RUGS, AND

PARLOR MATS.

Beautiful assortment of these goods for
Robes, Parlor Ornaments, and Afghans for
baby carriages. no 5-F, Su & W-6m

Get Your Coal From S. H. HAWES' COAL ELEVATOR

IF YOU WANT CLEAN AND DRY COAL.



OFFICE: EIGHTEENTH AND CARY STREETS.

TELEPHONE No. 57.

RAILROADS.

NORFOLK AND WESTERN RAILROAD
TIME TABLE IN EFFECT SEPTEMBER 18, 1886.

TIME.	WESTWARD.	
	DAILY.	DAILY.
	No. 1.	No. 3.
Leave Norfolk	5:30 pm	9:30 am
Leave Suffolk	6:15 "	10:34 "
Arrive Petersburg	8:15 "	12:30 pm
Leave Richmond (via R. & P. R. R.)	6:30 pm	11:30 am
Leave Petersburg	8:25 pm	12:40 pm
Leave Burkeville	10:17 "	3:00 "
Leave Farmville	10:53 "	3:37 "
Arrive Lynchburg	12:50 am	5:35 pm
Leave Lynchburg	1:10 am	6:10 pm
Leave Roanoke	2:05 "	7:00 "
Leave Christiansburg	3:25 "	8:20 "
Arrive Richmond	4:57 "	9:40 "
Leave Wytheville	6:23 am	11:30 am
Leave Marion	7:23 "	12:30 pm
Leave Abingdon	8:22 "	1:26 "
Arrive Bristol	8:45 am	1:50 "

*Daily except Sunday.

Parlor and Sleeping Cars between Bristol
and Norfolk on Trains Nos. 1 and 2.

CONNECTIONS.
Leave Norfolk 9:50 a. m. daily with
through car to Richmond, and 5:30 p. m.
daily. Arrive Richmond 1:30 p. m. daily and
9:20 p. m. daily, except Sunday.

Leave Richmond via R. & P. R. R. at 11:30
a. m. daily, connecting with No. 3 west bound
at Petersburg, for all points on line of N. &
W. R. R.
Leave Richmond at 11:30 a. m. daily, and 6:30
p. m. daily, except Sunday, with through car
to Norfolk, arriving at Norfolk 3:10 p. m. daily,
and 10:00 p. m. daily.

All inquiries as to rates, routes, etc.,
promptly answered.
If you are going to travel, drop a letter or
postal to Allen Hull, Travelling Passenger
Agent, Roanoke, Va.

CHARLES G. EDDY,
Vice-President.
W. B. BEVILL,
General Passenger and Ticket Agent.
General office, Roanoke, Va. oc 22

RAILROADS.

PIEDMONT AIR-LINE.
RICHMOND AND DANVILLE SYSTEM.

SCHEDULE
IN EFFECT JULY 4, 1886.

Train No.	Leave Richmond.	Train No.	Arrive Richmond.
50	*3 20 pm	51	*3 30 pm
52	*2 00 am	53	*7 00 am

Non-Air Accommodation leaves Richmond
6 p. m.; arrives Richmond 8:41 a. m.

SLEEPING-CAR SERVICE.

On trains 52 and 53 sleeping-cars are run
between Richmond and Greensboro'. These
cars are open at 9 p. m. for passengers. Sleep-
ing-cars are also run on 52 and 53 between
Danville and Montgomery, Greensboro' and
Raleigh; on trains Nos. 50 and 51 sleeping-
cars are run between Danville and Atlanta.

CONNECTIONS.

Train No. 52 connects at Greensboro' for
Raleigh, Goldsboro', and Morehead City; at
Salisbury for Asheville and all points in Wes-
tern North Carolina; at Charlotte with Char-
lotte, Columbia, and Augusta railroad for
Columbia, Augusta, Aiken, Savannah, Char-
leston, and Florida; also with Carolina Cen-
tral railroad for Wilmington, &c.

Train 52 has Pullman Buffet sleeping-car
from Danville to Augusta, making close con-
nection for Charleston, Savannah, and Jack-
sonville.

Trains Nos. 50 and 51 make close con-
nection at Salisbury, to and from Asheville, and
all points on the North Carolina division.
Pullman sleeper is run on these trains be-
tween Greensboro' and Hot Springs, and
Greensboro' and Raleigh.

TRAINS ON YORK RIVER LINE.

Leave Richmond	Arrive Richmond
43 30 pm	10 15 am

50 40 am, Freight. 8 35 pm, Freight.
Trains leaving at 2:45 and 4:45 pm, connect
at West point daily, except Sunday, with
boat, arriving at Baltimore 7:45 a. m. Fast
train leaving at 4:45 pm, makes no stops be-
tween Richmond and West Point.

Fare Richmond to Baltimore only \$2, first-
class; \$1.50 second-class.
*Daily. †Daily except Sunday. ‡Daily
except Monday.

Depot and ticket office foot of Virginia
street; uptown office, corner Tenth and
Main streets.

JAMES L. TAYLOR,
General Passenger Agent.
SOL. HAAS, Traffic Manager.
E. B. THOMAS, General Manager.

RICHMOND AND ALLEGHANY RAIL-
ROAD.

SCHEDULE OF TRAINS IN EFFECT
JUNE 13th, 1886.

TWO DAILY TRAINS EXCEPT SUNDAY BETWEEN
RICHMOND AND LYNCHBURG.

	Through Mail No. 1.	Acco- mo- dation No. 3.	Night Express No. 9.
Leave Richmond,	10 30 am	3 20 pm	7 00 pm
Arrive			
Scottsville,	1 36 am	7 38 pm	11 50 pm
Howardsville,	2 03 am	8 10 pm	12 41 pm
Lynchburg,	4 30 pm		4 30 pm
Lexington,	6 55 pm		7 22 am
Cliff's Forge,	7 50 pm		

SUNDAY ACCOMMODATION TRAIN
LEAVES 8:00 A. M.

ARRIVE RICHMOND,
5:10 pm MAIL daily (except Sunday).
9:55 am ACCOMMODATION daily (except
Sunday).